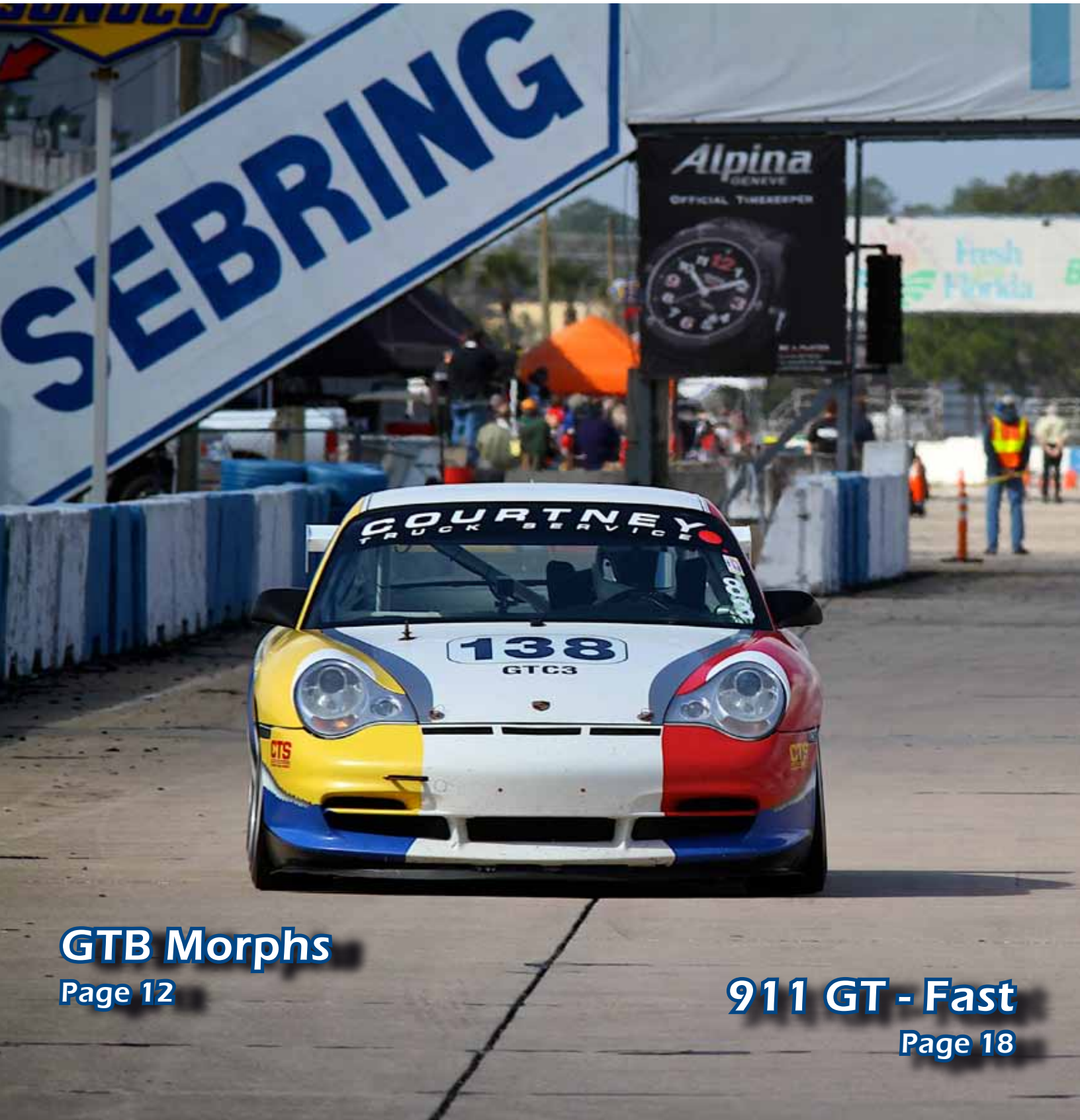


PCA Club Racing Newsletter - Sponsored by Porsche Cars North America



GTB Morphs

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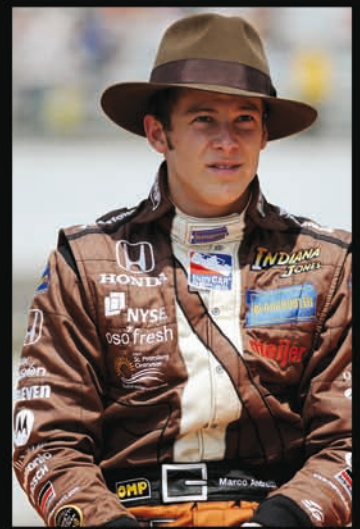
911 GT - Fast

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On the Cover
Fernando Pena (NST) #138 in his
'02 GT3 Cup at Sebring
Photo by John "Blake" Blakely (SPC)
www.blakeblakleyphotography.com

Photo by John "Blake" Blakely (SPC) www.blakeblakleyphotography.com

Deadline for article submission for the next issue is April 23, 2010

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State of the Program

By Bruce Boeder, Chairman PCA Club Racing



PCA Club Racing finished the 2009 season in surprisingly good shape. Financially, the season ended in the black with a small surplus. The PCA Executive Council approved a small “jump start” payment from that surplus to all of the regions and zones hosting races in 2010. For many of the races, that extra cash will be enough to put them in the black for their race.


In terms of overall registrations for PCA Club Races in 2009, the races were surprisingly strong. Yes, the program was down a bit across the board. Comparing the same race registrations from 2008 to 2009, our races were down 9%. Overall the program was down 11% in registrations. My bet is that almost any business in North America would have considered 2009 a success if its revenues (our attendance figures) were only down 9-11%.

More importantly, renewals of active racers by the end of the year were at almost the exact number as at the end of 2008. What I take away from all these numbers is that the program overall, is strong.

What I also take away is that racing is not a hobby but rather an obsession, but that’s a topic for another column.

Registrations were up by 7% at Sebring this year and ahead of this time last year for the Texas World Speedway race. I am also not sure if that is a sign racers think the economy is coming back or simply a sign of their obsession.

The coaching program with David Murry continues to improve. Frankly, I thought his “Chalk Talk” about the track at the Sebring event was as good a description of the idiosyncrasies of a track as any I have ever heard. Plus, his “Racing in the Rain” discussion at the end of one of the Drivers meetings, when it looked like it was going to start raining, was priceless. The program is a work in progress but the PCA Executive Council is supportive of the program and it will continue to be offered at races, as David’s schedule and PCA Club Racing’s budget allows.

The program is in its 19th year in 2010. It should be a great one. See you at the track. 

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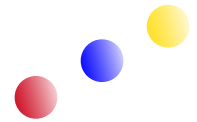
2010 Club Racing Schedule

Dates	Event	Region	Region Contact
Mar 26/28	Road Atlanta *	Peachstate	Paul Phillips 770.426.1679 peachstate.driving@comcast.net
Mar 27/28	Thunderhill Raceway Park	Golden Gate	Andrew Forrest 650.387.4019 ggrracereg@gmail.com
Apr 9/11	Auto Club Speedway *	Zone 8	Vince Knauf 619.287.4334 FestivalChair@zone8.org
Apr 17/18	The Grand Circuit Bayou	Mardi Gras	Chris Wilkin 985.624.5063 chris@buckeyecontractors.com
Apr 17/18	Heartland Park Topeka	Kansas City	Chris McIntyre 816.616.3377 chris@merrillcompanies.com
Apr 23/24	Lime Rock Park	Connecticut Valley	Gary Hansen 203.270.8391 ggh993@yahoo.com
May 14/16	Mid Ohio Sports Car Course *	Mid Ohio	Jay Koehler 614.499.0536 koehlerjk@gmail.com
May 22/23	Buttonwillow Raceway Park	Golden Gate Grand Prix	Andrew Forrest 650.387.4019 ggrracereg@gmail.com
May 28/30	Watkins Glen International *	Zone 1	Botho Von Bose 416.509.6661 bvonbose@lomltd.com
May 29/30	Eagles Canyon Raceway *	Maverick	Joel Nannis 817.721.6077 clubrace@mavpca.org
Jun 5/6	Motorsport Park Hastings	Great Plains	Tom Cooper 402.499.5125 gpr-registrar@cox.net
Jun 11/13	Portland International Raceway	Oregon	Peggy Ann Walker 503.913.7987 peggyw@99westtrailers.com
Jun 25/27	VIRginia International Raceway *	Zone 2	Mike Andrews 215.589.5633 mra.1954@gmail.com
Jul 16/18	NJMP-Thunderbolt Raceway *	Schattenbaum	Pete Tremper 609.221.3854 tremper9146@aol.com
Jul 17/18	Putnam Park Road Course *	Ohio Valley	Rich Rosenberg 513.530.9090 rjrol@aol.com
Jul 30/Aug 1	Mosport International Raceway *	Upper Canada	Wayne Spiegelberg 905.825.2853 spieg57@gmail.com
Jul 31/Aug 1	Brainerd International Raceway *	Nord Stern	Roger Johnson 763.557.9578 rogerjohnson@comcast.net
Aug 14/15	High Plains Raceway *	Rocky Mountain	TBA
Aug 27/29	NJMP-Thunderbolt Raceway *	Schattenbaum	Dan Petchel 609.298.2277 carsinc@comcast.net
Sep 4/6	Road America *	Chicago	Keith Clark 630.690.3381 kc_design@sbcbglobal.net
Sep 18/19	Thunderhill Raceway Park	Golden Gate	Andrew Forrest 650.387.4019 ggrracereg@gmail.com
Sep 24/26	Miller Motorsports Park *	Intermountain	Darrell Troester 801.209.8702 dstmcd@comcast.net
Oct 1/3	Summit Point Motorsports Park *	Potomac	Kevin Oyler 301.846.7936 kevino@scmanage.com
Oct 8/9	Daytona International Speedway *	Florida Citrus Florida Crown	Allen Shirley 904.677.2051 turbo91188@comcast.net
Oct 16/17	Hallett Motor Racing Circuit	Cimarron	Earl Schott 918.455.2888 eschott11@aol.com
Oct 29/31	Carolina Motorsports Park *	Carolinas	Nadine Saville 704.394.5422 nsaville@carolina.rr.com
Dec 3/5	Roebing Road Raceway	Florida Crown	Bob Linville 904.272.2998 cblinville@bellsouth.net

* Indicates Enduro Event

Lorem Ipsum

By Michael Wingfield, Club Racing News Editor



With the beginning of the new year, I often found myself writing Ox when I should have written Tiger. Or worse, I would write ling2 before Tiger, which makes no sense at all. Then again, if you believe the Mayan calendar, there remains only three full seasons of PCA Club Racing left before the end of all we know. Thus, you best make plans to attend as many races as possible to maximize your fun between now and the end of days as denoted by the Mayan calendar as December 21, 2012 – when time runs out.

Speaking of maximizing your races, this issue contains plenty of event ads. If you traditionally look only at the event calendar, you are missing out on some useful information. You should peruse the event ads to get more details about a regional race.

The host regions spend considerable time and effort developing the race weekend and the race ads to attract your attention, and ultimately your attendance. The ads are worth inspecting. Who knows, your car might just be featured in an event ad, and how cool is that?

Speaking of ads, The Classifieds section of CRN has rapidly expanded in this issue. I am not sure if having this many ads is a good thing or a bad thing. Looking at the glass half full, one would speculate that racers see the value in advertising their cars within these pages. Optimistically, the items appear for sale to make room for others cars. However, the pessimist might see more cars for sale as an indicator of a decrease in the number of PCA Club Racers. I am opting for the optimistic view that the ads represent an attempt to make garage space for that next racecar.

While I am on the topic of The Classifieds section, I must point out some limitations to the ads that appear in that section. The maximum number of words allowed in each ad is 60. By far, most of the ads I receive contain over 100 words and I have received ads in excess of 200 words. That means I must do a lot of cutting of the ad text to get the ad down to the allowable 60 words. I admit that I am no psychic in determining what ad text is more important than other text. Undoubtedly if left up

to me, I will cut text that you the seller might have deemed very important. Thus, please pay close attention to your word count when submitting ads for The Classifieds. I want your ad to contain all the information that you deem the most important. Who is better in determining that importance than you the seller?

If you use a word processor such as Microsoft Word to create your classified ad, word counting is easy. Microsoft Word includes a tool that does the work for you in counting words. You can find this handy feature under the Tools menu and it is aptly named Word Count.

The number of photo ads has also increased in The Classifieds section within this issue. The same number of words limitation also applies to photos

ads. Photo ads have one more restriction. Photos ads require payment before the ads appears in an issue.

Currently, the cost for including a photo with your classified ad is \$30. You may send the payment directly to Susan Shire, the PCA Club Racing Advertising Coordinator (her contact information appears elsewhere in this issue). Once Susan confirms receipt of payment for an ad to me, the ad appears in CRN.

Cycling back to the topic of the new year, this being the first issue of the new year, there is little in the way of past event articles. As of this writing, many of you are competing at the Sebring International Raceway and I hope to have stories from that event in the next CRN issue. That is your cue to write an article and send it to me. However, to fill the current race void in this issue, I included an extensive article written by Roger Johnson, et al., on the building and preparation of GT classed 911 racecars (page 18). I trust you will find this article entertaining and informative.

Finally, I was pleased that some readers made an active effort to find the “eggs” looming within these pages. While some have come close, no one has yet found and identified a complete egg. I was certain someone would find the blatant egg in the last issue, but alas it still remains undiscovered. 🐣

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More Info: <http://peachstatepca.org/driving/track2010>

Or email clubrace10@peachstatepca.org



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To register for the GGR DE/TT, contact Paulette Johnson at GGRRegistrar@gmail.com

To register for the Club Race, go to <http://register.pca.org>

View From the Tower

By Bryan Henderson, Chief National Steward



With the new rule change, single car incidents are a thing of the past, or are they? Let us take another look at possible “single car” incidents.

There will not be a 13/13 issued for the single car incidents that are not especially dangerous to other people or extraordinarily stupid. The Steward still has the responsibility to issue a 13/13 if the single car incident jeopardizes safety or results in dangerous or damaging situations. An example of a situation that could easily earn a driver a 13/13 sanction in a single car incident might be when a car hits a barrier after a loss of control near another incident scene. This could be especially hazardous if safety personnel were working that incident. In a situation with personnel working the first incident the second single car driver would have almost always had the opportunity to see flags advising him of the first incident. This loss of control is serious and puts safety crew lives in danger.

The paperwork for single car incidents remains the same as it has always been. The driver must immediately exit the track and report to Black Flag. The Steward will interview the driver and any other knowledgeable parties. The Steward will compile all incident paperwork. The only thing new is the driver, if he was truly putting only himself in harm's way, will not receive a 13/13 and will be allowed to continue racing for the weekend, if he has a drivable car.

Recently the most controversial incidents seem to have occurred when a driver spins or otherwise loses control and another following driver has car damage as a result of trying to avoid the original spinner. Regardless of whether the original spinner hits anything or not he may have been in an incident involving more than one car. The PCA Club Racing Rules rule book states under General Rule 2 and 2.A:

“...any incident which results in car damage will cause the following:

A. The National Stewards will collect and review all information relating to the incident, ...in order to make a determination of fault.”

The PCA Club Racing Rules rule book also states under General Rule 2.C:

“Any driver who is found to be at fault in an incident will be:

- 1) Excluded from competition for the remainder of the event at which the incident occurs.*
- 2) Placed on probation for a thirteen (13) month period by the National Steward.”*

So basically if a driver spins and another driver hits a barrier trying to avoid the original spinner, we do not have a spin and a no fault single car incident. We have an incident involving more than one car and the Steward has the responsibility to determine who was at fault and issue a 13/13 sanction.

Fault in an incident like that will almost always go to the driver who originally lost control unless the following driver has had time to see flags concerning the spin. These incidents seem to be controversial since some drivers want to put a value judgment on the ability of the driver behind to avoid their car even though they clearly lost control themselves. I recall one incident where a driver spun. He was followed fairly closely by two other cars. The first car behind him made it safely through. The second car hit a tire barrier nearly head on resulting in significant car damage.

The rationale was that if the first driver could stay out of contact the second driver should have been able to as well. Video showed the spinner going off the right side of the track then spinning across the track to the left side. The first car behind guessed correctly and went to the right. The spinning car had moved out of the way before he got there. The second driver chose to go to the left. As the spinner moved across the track he forced the second driver to go further to the left and completely off track where he then also lost control. Basically the fact that the second driver went off track shows he was trying to avoid hitting the first car. They only missed by a few feet while both were still moving. The second driver did not create that situation. The original spinner did create the situation and should not complain that the second driver did not have the skill to compensate for his own mistake. 🚩



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From Start to Finish

By Michael Wingfield, Chief of National Timing & Scoring



How can we start a new season without the annual plea from the Timing & Scoring staff that all racers review the rules for the proper display of car numbers and car class designations? The PCA Club Racing Rules (rule book) defines the requirements for both car numbers and class designation identifiers on every racecar. These designations appear in the rule book under General Rule 7 and General Rule 8.

General Rule 7

“All cars must display easily readable numbers (1 - 3 digits only) for identification. The numbers must be displayed on each side, the front and the rear of the vehicle on a contrasting background. Numbers shall be at least 8 inches high with 1-1/2 to 2 inch strokes on the sides and front and 4 inches high with a 1 inch stroke on the rear.”

The operative words in General Rule 7 are the size and location requirements for the numbers. Please note the words that appear in the middle of the rule that require car numbers to appear:

“...on a contrasting background.”

General Rule 8

“All cars must have their class displayed front and rear in easily readable characters at least 4 inches high. Super classes need display only the number and letter after the GT- (for example, 2S). In all cases, if timing and scoring cannot read car numbers and class designation from their location, the competitor will be required to change those numbers/letters if he/she wants to be timed.”

As with General Rule 7 above, the true heart of General Rule 8 appears in the middle of the rule. The heart of the rule states:

“if timing and scoring cannot read car numbers and class designation from their location, the competitor will be required to change those numbers/letters if he/she wants to be timed.”

Again, the operative words within General Rule 8 are that the numbers must be read by Timing and Scoring:

“...from their location

Your car number may look great when viewed from six feet away and the car parked in the paddock. However, try to envision the blur your numbers become when traveling at full speed across the Start/Finish line as viewed from some far away location such as the control tower and scoring stand..

These rules are also there to help you the racer. When you approach another competitor on the track or a competitor approaches you, you expect to see a car number and class designation on both the front and rear of the competitor's car. The identifiers assist you in determining whether or not you should make that pass on the last lap or start driving defensively. Is the car in your class? Or can sit comfortably knowing that you have a solid class finish without having to take the risk associated with an unnecessary pass? Finally, if you witness an incident, being able to read the car number and class clearly helps identify any competitor that might have been involved or close enough to provide much needed information about the incident..

For illustration, look at the car in Figure 1 below. Should you try to pass this car on the last lap to gain class position? Is the competitor a rookie? With the complete absence of identifiers on the back of the car, you can not assume anything about the driver, not even the driver status.



Photo by Cafe Photo www.Cafe-Pics.com

Figure 1: Would you want to race with this competitor?

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On the Backs of Racers Reprise

In the last edition of CRN, I discussed how our sport travels "On the Backs of Racers" (CRN 09.4, page 10). However, I neglected to mention a racer that traditionally gets our season started by hauling the equipment to our first race. This racer is Mike Courtney from Nord Stern region in Minnesota. Mike packs up the equipment that has been updated and refurbished during our off season and hauls it down to Sebring. That is one long haul and certainly deserving of mention as one of the racers that keeps our equipment moving. My apologies to Mike for not including him in the 09.4 issue list of races that help keep our sport moving. As an added bonus, and purely coincidental, you can see Mike's car in the Peachstate Club Race ad appearing on page 7.

Looking Ahead to 2011

While many of our racers were competing in the 48 Hours of Sebring, I was attending a T&S conference hosted by MyLaps in Scottsdale, Arizona. You may recognize the name MyLaps as the website

where you view race results. MyLaps is also the rebranding of AMB, the company that manufactures our scoring equipment and the transponder in your car. Jon Beatty, our T&S Senior Technical & Equipment Manager, attended with me. Together, Jon and I met with T&S staff from other forms of motor sports racing including the familiar IMSA, IRL, NASCAR, and the not so familiar USLMRA (U. S. Lawn Mower Racing Association).

We also met with Marketing and R&D staff. We went with the goal of finding ways to make our club racing program better for our participants. We came away with some new hardware and software solutions that we hope to have in place for the 2011 season.

Finally, at the conference my three person Kart team crushed the competition in the 25 minute relay race held on the indoor 1/2-mile GP circuit at the F1 Race Factory. This included besting Jon who was unfortunately, or maybe fortunately, on another team, as he was seen facing backwards on the track up against the tire wall at one point. The win proved to the MyLaps staff and the Pros that not only is PCA Club Racing T&S cool, but fast too! 🏁

GTB Morphs into GTB1 and GTB2

By Donna Amico, Technical & Rules Chair



This article serves two purposes. First, and most important, I want you know about a change in the 2010 rules made after the rule changes were published. Second, although more self-indulgent since even a slightly deranged Technical & Rules Chair (think Caddyshack grounds keeper) has a need to be understood. I am not only going to tell you the rule changes that we made for GTB, but the thought process that led to it.

The 2010 rules changes as published in the PCA Club Racing News (CRN 09.4, page 12) and on the PCA Club Racing website (<http://www.pca.org/Activities/ClubRacing.aspx>) contained the following changes for the GTB class:

1. Split GTB into GTB1 for 996-based cars and GTB2 for 997-based cars. Weights will be established so that most cars can get close to the required weight with little ballast.

With the 996s and 997s grouped together, some of the 997s had more than 100 pounds of ballast while the 996s were still 100 or more pounds heavier than their minimum weight.

2. Add Cayman S cars prepared to HSR Cayman Interseries specifications into GTB, with an appropriate minimum weight.

The Interseries cars have stock drive trains, but lack an interior and have chassis bracing that puts them into GT. GTB fits the basic "spirit" of these cars. Other Caymans that fit the formula of stock drive train and no interior can also run in GTB.

As background, in 2009 there was one GTB class. The class had a 425 pound difference between the 3.4L 996 and the 3.8L 2009 997S or X-51 997. The weight to horsepower ratio difference was 11.2% - too great for similarly prepared cars. The weights for the highest horsepower cars were already pushing 3200 pounds and some needed over 100 pounds of ballast. Yet getting an early 996 down to minimum weight was difficult or at least expensive.

When it came time to develop the table of weights for the new GTB1 and GTB2 as published, with the 996s in GTB1 and the 997s in GTB2, GTB1 looked good. The weight difference from lightest to heaviest was only 150 pounds and the Weight/HP ratio was very close for all models.

Alas, GTB2 was a very different story. To keep the cars close in Weight/HP, the range of weights was 400 pounds. The weight of a 3.6L 997 was probably 100-150 pounds lower than realistic, and the later 3.8L 997S and 997 X-51 were still going to require ballast. Worse, Porsche is not yet "finished" with this class and we can expect further improvements in future years necessitating still heavier weights. The stated objective for splitting the class could not be satisfied with the split as originally published.

A couple of the GTB class racers were smarter than your Technical & Rules Chairman and had commented earlier that the split should instead be based on displacement with up to 3.6L in GTB1 and over 3.6L in GTB2. With a few key strokes in Excel, it appeared they were right.

I contacted the PCA Club Racing leadership for their thoughts on "coloring outside the lines" with regard to the rules change process. I also got the email addresses of the GTB racers so I could get their thoughts about changing the basis for the class split. I am very grateful that most of the GTB racers responded to my questions about the class split and the weights, and I think their input improved the final changes for 2010. No, not everyone was totally happy, but it is workable and we can tweak it with experience.

The final table illustrating the separation of GTB into two subclasses, GTB1 and GTB2, appears on the following page.

The idea was to find a class split and weights that best satisfied the following criteria:

1. Simple and easy to understand.
2. Created classes that are very close in Weight/HP, which is important when the chassis and rest of the preparation level are very similar across the class.

Class	Model	Year	Engine	HP	Weight	Ratio (Weight/HP)
GTB1	996	99-01	3.4L	300	2750	9.17
GTB1	996	02-05	3.6L	320	2900	9.06
GTB1	996	All	3.6L X51	345	3100	8.99
GTB1	Cayman S	06-08	3.4L	295	2750	9.32
GTB1	Cayman S	09-10	3.4L	320	2950	9.22
GTB1	997	05-08	3.6L	325	3000	9.23
GTB1	997	09-10	3.6L	345	3100	8.99
GTB2	997S	05-08	3.8L	355	2850	8.03
GTB2	997S	09-10	3.8L	385	3050	7.92
GTB2	997	All	3.8L X51	381	3050	8.01

Table 1: GTB1 and GTB2

- Left “room at the top” in GTB2 for 2011 and 2012 models that are likely to have higher horsepower.
- Set weights that do not require carbon fiber parts to lower weights and keeps the ballast under 100 pounds on the higher weights.
- Incorporated the Cayman S cars, with the 2009-2010 Cayman S close to Cayman Interseries car weight.

Although the Weight/HP ratio range in GTB1 is small, the Cayman S is on the higher end of the range. This is probably appropriate for the Cayman S and its advantages in weight distribution, but we will have to see how that sorts out in 2010. Overall, the Weight/HP variance for GTB1 is 3.7% (2.7% without the Caymans) and the Weight/HP variance for GTB2 is 1.4%, with a little room in GTB2 to add faster cars at heavier weights.

For the record, there is a lesson learned here: Major rule changes need to be fully developed before publishing the proposal for comment rather than after the rule is adopted. We will try to remember that in the future. 🏁

Club Racing News

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2010 Hoosier Tire Trackside Schedule

Event Date	Track	Location	Service Agent	Contact
Feb 4/7	Sebring International Raceway	Sebring, FL	Woodman Tire	843-524-8473
Mar 19/21	Texas World Speedway	College Station, TX	Sports Car Performance	817-860-1985
Mar 26/28	Road Atlanta	Braselton, GA	Woodman Tire	843-524-8473
Mar 27/28	Thunderhill Raceway Park	Willows, CA	Hoosier Tire West	559-485-4612
Apr 9/11	Auto Club Speedway	Fontana, CA	Topless Performance	928-636-1222
Apr 17/18	Grand Circuit Bayou	Belle Rose, LA	Sports Car Performance	817-860-1985
Apr 17/18	Heartland Park	Topeka, KS	Hoosier Tire Midwest	574-936-8344
Apr 23/24	Lime Rock Park	Lakeville, CT	Woodman Tire	843-524-8473
May 14/16	Mid-Ohio Sports Car Course	Lexington, OH	Hoosier Tire Midwest	574-936-8344
May 23/24	Buttonwillow Raceway Park	Buttonwillow, CA	Hoosier Tire West	559-485-4612
May 28/30	Watkins Glen International	Watkins Glen, NY	Woodman Tire	843-524-8473
May 29/30	Eagles Canyon Raceway	Slidell, TX	Sports Car Performance	817-860-1985
Jun 5/6	Motorsport Park Hastings	Hastings, NE	Hoosier Tire Midwest	574-936-8344
Jun 11/13	Portland International Raceway	Portland, OR	A N T Tire	503-236-2106
Jul 3/4	GingerMan Raceway	South Haven, MI	Hoosier Tire Midwest	574-936-8344
Jul 30/Aug 1	Mosport International Raceway	Bowmanville, Ont	Hoosier Tire Canada	905-685-3184
Jul 31/Aug 1	Brainerd International Raceway	Brainerd, MN	Trackside Tire	612-309-3165
Aug 14/15	High Plains Raceway	Byers, CO	Topless Performance	928-636-1222
Aug 27/29	NJMP - Thunderbolt Raceway	Millville, NJ	Woodman Tire	843-524-8473
Sep 4/6	Road America	Elkhart Lake, WI	Hoosier Tire Midwest	574-936-8344
Sep 18/19	Thunderhill Raceway Park	Willows, CA	Hoosier Tire West	559-485-4612
Sep 24/26	Miller Motorsports Park	Tooele, UT	Topless Performance	928-636-1222
Oct 1/3	Summit Point Motorsports Park	Summit Point, WV	Woodman Tire	843-524-8473
Oct 8/10	Daytona International Speedway	Daytona, FL	Woodman Tire	843-524-8473
Oct 29/31	Carolina Motorsports Park	Kershaw, SC	Woodman Tire	843-524-8473
Dec 3/5	Roebing Road Raceway	Savannah, GA	Woodman Tire	843-524-8473

Danbury Porsche Presents:
The Connecticut Valley Region Club Race

UNMUFFLED at Lime Rock Park!

April 23 - 24, 2010

Registration opens March 7th - <http://register.pca.org>



TWO Sprint Races for all entrants!

Registrar: Jennifer Hansen race.registrar@cvrpca.org



Volunteers: Susan Young volunteers@cvrpca.org

See www.cvrpca.org for additional information

Advanced DE Thursday, April 22nd

(noise restricted)

DE registration opens March 7th - <http://register.pca.org>

DE registrar: Susan Vaccaro dereg@cvrpca.org

Note: regular Lime Rock 89 dB noise limit in effect for Thursday DE



2009 National Sponsor Award Winners



By Steve Rashbaum, Sponsor Coordinator

Race	PCNA Workers Choice	Forgeline Wheels Rookie Racer	GT Racing Best Prepared	Trailex Novice Racer	Northstar Award
Thunderhill Raceway Park	John Trefethen Paul Tradelius	Evan Williams	Thomas Van Overbeek	Tim Fleming	Andrew Forrest
Road Atlanta	Andrew Douglas Gary Knoblauch Robert Jarvis Wes Taylor Michael Cawley	Michael Marsal		Peter Bassett	Peter Burman
Heartland Park	Bill Jacobi Brian Forsythe Robert Viau Jr	Randall Cassling	Gary Yee	David Vanhooser	Chris Blazer
Lime Rock Park	Fred Constantineau Chris Musante Kieth Komar Fred Constantineu Spencer Cox	Victor Stupakof	Nils Westberg	Michael Ferra	
Watkins Glen International	Fred Constantineau Chris Musante Wayne Gerhart John Potter Tony Clinton Pete Tremper Donna Amico Tim McKensie Tony Clinton Charles Boyer Mark Martin	Christopher Lubinski	Dale Teuty	Mark Wolff	Michael Walsdorf
Portland International Raceway	Kimberlee Taylor Jay Culbertson	Gary Willard	Steve Thayer	Ferd Carneiro	Bob Rygg
VIRginia International Raceway	Christian Zugel Brandon Sick Roger Burdette Philip Gilsdorf Michael Cawler Matthew Einstein	Hunter Allen	Norm Goldrich	Mark Congleton	John Taylor

Photo by Tim Rogers (CVR)

Race	PCNA Workers Choice	Forgeline Wheels Rookie Racer	GT Racing Best Prepared	Trailex Novice Racer	Northstar Award
GingerMan Raceway	David Baum Tim Green John Ruther	David Rabjohns	Jim Stevens	Gorman Cook	David Mansfield
Brainerd International Raceway	Nick Cox Fernando Pena Pam Viau	Tim Scouammer	Jim Benson	Keith Erickson	
Putnam Park Road Course	Dann Nelson Tim McKenzie Rich Rosenberg Fernando Pena Craig Smid Glenn Sapa	David Brumfield	Bill Bauman	Gorman Cook	
Road America	Chuck LaMantia Tim McKenzie Jose Manuel Gutierrez Jimmy Martin Perry Bortolotti	Peter Sygedia	Jack Borys	Andrew Cox	Dann Nelson
Miller Motorsports Park	Brent Holden Les Long Ed Mineau Derrell Troester John Potter	Doug Turnquist	Mark Boschert		Phil Rochelle
Summit Point Motorsports Park	Mark Lee Christopher Palumbo Phillip Martien Timmy Tyrell	Edward Kovalevich	Timmy Tyrell		Cindy Pagonis
Hallett Motor Racing Circuit	Phil Blackstone Terry Kevv Jeff Knight Bill Petty Cheryll McCally Chris Blazer	Bill Stevens	Toby Pennycuff	Bruce Waddle	Sally Knapp
Roebing Road Raceway	Mike McMenamin Dave Jeskwich	Baron Jacobs	Doug De Pietro	KC Ladner	Mike McMenamin

Photo by Tim Rogers (CVR)

911 GT - Fast, Reliable & Affordable

By Roger Johnson, PCA Club Racer (Mid South Region)



GT cars can be fast, competitive, reliable, and affordable to build and run. Since Porsche introduced the water-cooled 996 factory racecars, the PCA water-cooled classes have grown as racers look for more performance, reliability, and lower operating cost. As a result, the number of cars in traditional air-cooled upper GT classes has dwindled. But as the 996 and 997 cars accumulate racing hours, racers discover these cars require maintenance according to a prescribed Porsche maintenance schedule to assure reliability. This maintenance can come at a significant cost.

Performance & Reliability

How fast are GT cars? Chris Musante's yellow 3.6L GT3R and Roger Johnson's 3.6L GT3R (aka Red Dawg) have turned lap times comparable to the top 996 and 997 cars. Pat Williams' GT3R, GT2R and GT1R twin turbo also lay down lap times competitive with the 996 and 997 cars (Table 1 below). If fast is what you are looking for, these cars can deliver.

How reliable are GT cars? Porsche air-cooled engines have always been known for endurance and reliability. In the past, some reliability was lost due to 20 to 30 year old parts, and the design was limited by the "off the shelf" parts available at the time. Now

the availability of new parts such as head castings, crankshafts, pistons, rods, and camshafts has allowed us to keep the reliability and increase the horsepower. New manufacturing techniques have allowed parts to be made to specific engine builder tolerances and these parts are available and affordable.

Brady Refenning (The 901 Shop) says we have always tried to build engines with the goal of 40 hours or more between rebuilds. We can now maintain our reliability while increasing performance though the use of coatings, better designed oiling, and custom designed heads, pistons, and camshafts. Our 2.0L engines that used to produce 225 HP at 8200 RPM now produce 240 HP at 8000 RPM. The 3.0L engines were making 335 HP at 8000 and are now making 365 HP at 8000 RPM. 3.6L engines used to generate 375 HP and are now up to 420 HP. 3.8L engines that were 390 HP at 7400 RPM can now reach 440 HP at 7600 RPM. The last 2.0L engine looked new after 40 hours of running at 8000 RPM.



Photo by Colour Tech South

Brady Refenning

GT2R & GT3R Lap Times Compared to GTC3 & GTC4

Track	3.6L 911 Refenning GT3R	3.6L 911 Musante GT3R	3.0L 911 Turbo Hulbert/Jarvis GT2R	Best GTC3	Best GTC4
Road Atlanta	1:27.559	1:29.306	1:25.664	1:32.436	1:26.257
VIRginia International Raceway	N/A	2:00.655	1:55.546	1:58.567	1:55.331
Daytona International Speedway	1:55.345	1:55.601	N/A	1:57.253	1:55.320

Table 1: Comparison of GT and GTC best lap times from select 2009 race events

Mid-Ohio Region PCA Proudly Presents...

SPRING AT THE CAROUSEL – 2010



Spring at the Carousel – PCA Race at the famous Mid Ohio Sports Car Course. Hosted by Mid Ohio Region PCA. May 14-16. Featuring Sprint races and Enduros. Driver's Education Session available.

Registration opens March 29th at <http://register.pca.org>
See Mid Ohio region website at www.morpc.org for details.

On-line Registration information will be available at: <http://register.pca.org>

Event Chair: Jay Koehler, (614) 499-0536, koehlerjk@gmail.com
Registrar: Ginny Barry, (614) 850-9107, MidOhioClubRace@columbus.rr.com

See you at SPRING AT THE CAROUSEL!

MID-OHIO SPORTS CAR COURSE



Chris Musante (Musante Motorsports) says that about 10 years ago, a typical well built air-cooled 911 engine would achieve 110 HP per liter for the small engines (up to 2.5L) and about 105 HP per liter for the larger 3.0L and up engines. We now make numbers like these at the rear wheels, so the power has increased by about 12% in the last 10 years due to development work in the cylinder heads, intake, exhaust and camshaft. The power curves tend to be broader and not as peaky, resulting in a car that is easier to drive with higher average usable horsepower. Even with the higher engine outputs, reliability has substantially improved. The two main problems we used to see were piston breakage and rod bearing failure. Newer piston designs, larger rod ratios, engineered oil system, and improved engine tuning



Chris Musante

have allowed these engines to get to the point that they tend to wear out before they break. Mechanical over-rev safety has also greatly increased through the use of lightweight valve train components and proper clearances in engine assembly. The recently adopted Porsche Club technical rules that use displacement to weight formulas to classify cars encourages the development of the older cars.

Pat Williams (Pat Williams Racing) accomplishes reliability through a different route - utilizing quality stock Porsche parts and turbo charging a base 3.0L engine. Effective use of quality engine management systems is the reason air-cooled turbocharged Porsche engines can reliably make more power over a longer



Pat Williams

Continued on page 21

How I Came to Embrace Turbos



By Pat Williams, PCA Club Racer (Mid South Region)

I remember being at the track during the IMSA era when all of the top cars were turbocharged. When allowed, Porsche, Audi and many others always go for turbocharged engines. Look at the LeMans winners over a decade and it will be obvious.

With the advent of water-cooled Porsches, the normally aspirated air-cooled car was basically finished. A water-cooled Porsche has more power, better aero and good handling, but it is not light and the handling is not improved over a properly set up and lighter air-cooled car.

Solution – turbocharge the air-cooled Porsche engine with modern technology. I remember my buddy Bob Holcombe from the IMSA days. He built a dominant no nonsense machine that seemed to have excellent reliability. This was Martin Snow's PCA car and it achieved early PCA dominance. The only


person that I ever saw do early programmable engine management justice was Bob.

Bob had a full CNC machine shop and had experience machining turbo housings. When we started building the small displacement 911 turbo engine for the old 1.3 multiplier rule, Bob's company had moved away from automotive applications. However, he still had the machining equipment to continue development of hardware that was simply not available in the early days of the air-cooled Porsche turbo engine.

Bob lived vicariously through our efforts in fielding multiple turbocharged air-cooled cars. We would literally design parts over the phone. Bob's ability and his seven CNC machines, made it happen. This wasn't possible 10 years ago because it was cost prohibitive to make parts in small numbers. 🏁



Pat Williams in his GT1R Turbo at Sebring



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Buttonwillow PCA Club Race Drivers Ed Zone 7 & Zone 8 Time Trial May 22-23, 2010

Race #1



For DE/TT info, contact:

Paulette Johnson
GGR Drivers education / Time Trial Registrar
GGRRegistrar@gmail.com

For Club Race info, contact:

Andrew Forrest
GGR Club Racing Registrar
ggracereg@gmail.com

**Presented by
Golden Gate Region (Zone 7)
Grand Prix Region (Zone 8)**

Registration opens April 4

Rookie Candidates can qualify for license

DE/TT registration --- <http://www.motorsportreg.com>

Club Race registration --- <http://register.pca.org>

Registration opens April 4 \$385.00



**The California Central Coast Region
will be conducting a Drivers Ed
event on the Friday before, so you
can extend this to a 3-day event**



911 GT

Continued from page 19

life span than their turbocharged predecessors. Properly mapped turbocharged engines where turbo sizing and design match engine volumetric efficiency have advantages over their normally aspirated counterparts. These turbocharged engines deliver power over a larger RPM range and do not require as high an RPM as a normally aspirated engine for specific power (HP/liter or torque/liter). Also, the engines benefit from a lower static compression ratio. Programmable engine management makes it possible to control the fuel and ignition timing to manage the ultra high cylinder pressures produced in turbocharged engines.

The first turbocharged Porsche ever to do this effectively was the 956/962. We measure turbocharged



Pat Williams in his GT1R at Road Atlanta

engine longevity by seasons now, not hours. The old 935s required a very rich fuel mixture because the engine management (mechanical injection) had a difficult time following the engine fuel curve. This caused the engine to be extremely rich off of boost and

it subsequently had a very narrow and brutal power band. In other words, it was so dead off boost and so alive on boost it was very difficult to drive. With modern engine management systems and turbo technology, engines now have a broad torque range. These engines can be modulated much like a big normally aspirated engine. Our single throttle body twin turbo 3.0L engine in Robert Jarvis' car has a practically flat torque curve for 2500 RPM and instantaneous boost while in this range, making it a good road race engine.

Continued on page 23

2009 Final Hard Chargers

By Michael Wingfield, Chief of National Timing & Scoring



Name	Region	Class	Description	Start	Finish	Index	Race
Roebbling Road Raceway							
Kevin C Ladnier	FLC	SP2	P 84 944	22	13	9	Blue Feature *
Patti Mascone	POT	SP2	P 88 944	27	18	9	Blue Feature *
Richard Brownyard	PAL	F	S 88 951 S	3	1	2	Blue Sprint 1
Kerry M Brown	WB	E	S 89 944 S2	4	2	2	Blue Sprint 2 *
Mike Mcmenamin	CAR	E	S 85 911	5	3	2	Blue Sprint 2 *
David Jaskwhich	PAL	H	S 89 964	13	9	4	Red Feature
Peter Hall	MSO	GTC2	GT 96 993 CUP	12	9	3	Red Sprint 1 *
David Jaskwhich	PAL	H	S 89 964	13	10	3	Red Sprint 1 *
William P Eaddy	CAR	GT3S	GT 93 911 RSR	15	12	3	Red Sprint 1 *
Greg M Barrows	FLC	H	S 99 996	13	10	3	Red Sprint 2

* Indicates a tie

911 GT3 R Hybrid - Photo courtesy of Porsche Cars North America, Inc



CLASH @ the GLEN

May 28- 30, 2010

Registration open April 11th 10 pm EST

<http://register.pca.org>

CLASH 2010 Club Race at Watkins Glen International

Come join us for the 10th annual CLASH @ The Glen hosted by **Zone One**.

We are offering a TWO Sprint Races on Saturday and 90 minute Enduros on Sunday. The Glen has made some run-off improvements to their facility, so come join us at this famous track.

The event date is **Memorial Day weekend**, May 28-30, 2010.

For additional information contact

Botho von Bose at bvonbose@lomltd.com or 416.509.6661

Pete Tremper at tremper9146@aol.com or 609.221.3854.

911 GT

Continued from page 21

Increased Performance

Brady, Pat and Chris each credit suspension development and tuning as the primary influence in increased performance in GT cars. First, over 30 years of development of the same basic 911 design combined with the use of newer shock and spring combinations provides a package that is able to compete with the later Porsche Cup cars. The availability of reliable triple adjustable shocks from vendors such as JRZ, Moton, and Fox has improved suspension performance. The lighter weight air-cooled chassis provides an advantage over the heavier water-cooled counterpart. The 996 and 997 GT3 Cup suspension was designed hand-in-hand with a tire manufacturer to create a superior handling production-based car. Other tire manufacturers have taken the design ideas learned on the 18" Cup tires and applied them to the 16" tires that work well on the vintage cars. This has allowed suspension and tire combinations with exceptional mechanical grip.

Transmissions with upgraded parts have also provided increased performance capability. Advances in transmission technology include dog ring 915 and 930 transmissions that use the same gear design as the 997 sequential boxes. These transmissions significantly improve lap times from faster shifts and more "power on" during up shifts. Aftermarket parts have also improved the longevity of the internal



Photo by Colour Tech South - Motorsports Photography

Brady Refenning in his GT3R at Road Atlanta

components of these transmissions. The reliable G50 transmission provides an ample selection of gear sets while handling the higher torque put out by the stronger air-cooled engines. These transmissions can easily be retrofitted to the older engine cases that accepted the 915 and 930 transmissions.

Aerodynamic grip has improved significantly as well. The mechanical grip afforded by the suspension and modern tires can be augmented by aero efficient rear wings from vendors such as Crawford, TRG, and GT Racing. These wings add significant down



Photo by Colour Tech South - Motorsports Photography

Chris Musante in his winged GT3R at Road Atlanta

force while producing less drag. With the available wings, tires, and a well-matched suspension, it is not unreasonable to expect between 1.4-G and 1.8-G of lateral load in a flat corner. Now that will place a strain on your neck muscles!

Assured Performance

When shopping for a racecar prep shop, look for one that has accumulated documented proven results. Check all references. The racing community is really a very small world. If you check references, you will soon find names that have stood the test of time. Stay with Porsche engine builders. Someone who can build a great Chevy engine may not have a great track record with Porsche engines. Your Porsche racecar prep shop should either have its own Porsche engine shop with a proven record, or it should have built a relationship over a number of years with a Porsche engine builder. The prospective racecar prep shop should be able to provide reasonable expectations. When comparing performance, be sure the examples provided are from average racers and not pros. Finally, keep up with car maintenance. Whether you do the work yourself or you hire a track-side support crew, always maintain your car based on a schedule provided by the racecar prep shop from which you purchased the car or developed the car. If you buy from an individual, contact the racecar prep shop that built the car and get the recommended maintenance schedule. With proper maintenance and shifting techniques (no over-revs),

your reinvented air-cooled 911 will be out mixing it up with the water-cooled drivers.

Affordability

If constructed new from a base 911 car, it would not be unreasonable to spend \$60,000 on the chassis. The engine would add another \$50,000 plus \$10,000 in engine electronics and data acquisition. A race prepped dog ring transmission would add another \$15,000. Thus, to build a new car from scratch, you might expect to pay around \$135,000 to get the car onto the track.

If you purchased an already built and refurbished 911 GT2 or GT3 class car, you should be able to find one for \$60,000 to \$85,000. Compare this to a new 997 Cup at \$225,000 and a used 996 Cup at \$125,000 with 30 hours on the engine or a used 997 Cup at \$175,000 with 40 hours on the engine. While both these used car examples have some engine life left, the rebuild to factory specs will be substantially more than the air-cooled counterpart. The suspension and transmission components in the 996 and 997 factory racecars are also items that require periodic service and even outright replacement. Compare that to the

rugged old 911 suspension components that have soldiered on for years of racing service.

Many existing air-cooled 911 GT racecars are available for nearly the price of a stock class racecar. These existing GT cars were well prepared in the past, but may lack an engine built with the latest components. Starting with a solid base engine, you can build a high performance GT racecar without shelling out your hard earned dollars all at once.

Over time the continuing development of the GT cars will produce a more competitive product, while the GTC classes are frozen under the rules. The building and running of GT cars creates an opportunity for inventive people who want to express themselves and enjoy the journey that building a custom car affords.

Acknowledgments

This article would not have been possible without the assistance of Chris Musante (Connecticut Valley Region), Brady Refenning (Gold Coast Region) and Pat Williams (Mid South Region). Their experiences and technical information provided the basis for this commentary on GT racecars. 🏁



Photo by Colour Tech South - Motorsports Photography

Chris and Brady, a couple of GT3R competitors battle for position at Daytona

Maverick Region's Memorial Day Weekend Club Race & Solo DE at Eagles Canyon Raceway May 29-30, 2010



Join the Maverick Region PCA for a weekend of racing on May 29 and 30 at Eagles Canyon Raceway in Slidell, Texas.

For Club Racers, the event includes a Fun Race, Sprints, and a 60-minute Enduro. The Drivers' Education is on the same days and is for solo drivers only. Saturday night we'll have a Texas-style dinner for the racers and DE drivers.

Register online at register.pca.org. Mark your calendars and check mav.pca.org for details.

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The Classifieds

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1998 Twin Turbo 993 Racecar

2180 lbs, 500 HP, Carbon Fibre 993 body/wing, Alcon brakes, 3 sets Fiskes, Stack dash/data, G50 6-speed, Tilton clutch/pedals, Penske shocks, coil overs, never crashed. Built from 1993 RS America for 1998 Daytona 24 Hours for \$225,000+. 2005 Road America lap record, podiums. Trailer/delivery available. Run with GT3 RSRs. www.dna-motorsports.com. \$79,500.

Steve Keneally 617.838.4648
steve@dna-motorsports.com

(1)

1984 911 Carrera Euro Coupe

Club Racecar/D.E., WPOZZZ91ZES122284, trick, low hr. 3.4L, Wong chip, fresh AJRS 915 w/ short gears, gated, L.S., Sachs clutch/light plate, coolers, Fuel Safe, cage, fire system, new FIA harnesses, Cool Suit, fiberglass & carbon fiber body, Lexan, 2200 lbs., turbo brakes & ducts, 3 sets 993 wheels, coil overs, adjustable 935 mono-balls, <http://www.356racing.com/gosar/> \$28,000

Greg 719.580.2133
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(1)



1973 911 GT3 Racecar

911 GT3 class, 993 Turbo body. Fast, fun, reliable! 2150lbs. 3.4L JW engine, twin plug, RSR style MFI, 335BHP. C.Schuh Motorsports. Full 930 brakes and suspension with coilovers. Runs like on rails; brick wall braking. Race gears, ZF LSD, squirters/cooler. Quality engineering, built right, 1973 tub. \$43,200. Let the podium fun begin.

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mercuray1@yahoo.com

(1)



2004 966 GT-3 Cup

Owner Chief Engineer Penske, Spotless history, 0.0 Hr. engine by Kelly Moss, 420 HP crank, 2 piece front rotors, G-50 0.0 Hrs. refresh, Premiere Fuel with gauge, solid hood, new Recaro, Schroth belts, welded pts., TPC sway bar, drop link system, BBS wheels with 0.0 Michelin Blues, Extreme custom graphics, New Speed radio, extras

Allen 610.202.4855
Astra@pobox.com

(1)



2004 Cup Car

Provenance Farnbacher/Henzler. '05 Daytona 24 Hours GT Winner. Wolf Henzler World Challenge car. Two '04 races: 2 poles, 2 victories, 2 lap records. Nine '05 races: 6 poles, 3 firsts, 6 podiums. Light DE use since '06. Fresh PMNA "zero hour" rebuild (483 HP/8,900 RPM), many spares, never any structural damage. \$117,500, OBRO.

http://www.europeanlocators.com/super_main.htm

Dave Maynard 508.826.8614

(2)



The Classifieds

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1978 911 SC DE Car

Fully Prepared/Sorted. Not legal for Club Racing except in GT class. Fiberglass doors. Fresh tranny and stock 3.0, full cage, race seats, twin 5 point harness, RSR coil over package, 2 sets of wheels, fresh track tires. Handles as on rails! Reliable and safe DE starter car. \$26,500, OBRO.

http://www.europeanlocators.com/78_main.htm

Dave Maynard 508.826.8614

(2)



1983 911 Euro SC

Consistently at the front, many podiums and class wins in PCA E class. Engine rebuilt 2008. Transmission rebuilt 2009. Full monoball, Smart Racing, Elephant, Sander Engineering suspension. Porsche factory transmission cooler. Buckley-Henderson-Products stainless headers. 2 sets 17" CCW 3-piece wheels. The best of everything. \$41,900. It would cost you much more to duplicate. Proven winner.

Bryan Henderson 817.845.2664

Bryan@BPHMS.com

(2)



911

1990 964 RS Carrera Cup Racecar

Extremely rare first year 911 Cup. #11 of only 45. Team Strahle car with all documents and race history. Fresh 3.6 motor, 100 L cell (Enduros). Superb authentic car. Ready to race PCA GTC1, SVRA, HSRetc. Very collectable, and a blast to drive! \$79,500.

Ed 801.209.3159 Utah

eblais@xmission.com

(1)

1974 911 Carrera

Matching numbers 9114400034. 2.7L MFI RS spec, 213 bhp rear wheels, 1st Carrera to Brumos, Peter Gregg driven. Engine rebuild, LSD, Fuel Safe, cage, 5pt, Recaros, 17" Fiske F10 8/9, 245/275 Hoosers, Wevo, crnk windows, net, GT bumpers, lightened flywheel, oil cooler, Bilsteins, SC brakes, ducts, Musante suspension, MFI rebuild TDX. Street legal, race ready E Class.

echoman@optonline.net

(1)

1991 Porsche 911 Turbo

Meticulously prepared for street and racing PCA/SCCA. Built by Dan Jacobs. Recently race prepped by Musante Motorsports with only one track day. Car is art in a racing machine, heads turn on the street/track. Top of the line equipped throughout. First offered for \$47,000. New home purchase forces best reasonable offer. Hartford CT.

David 860.233.5155

DMRACIN@aol.com

(2)

1979 911 Racecar (GT3)

3.8 Liter RSR Spec Motor, programmable EFI management system, G50 transmission, custom gears, GT diff., Big Red calipers, adjustable brake bias, adjustable suspension, Smart Racing sway bars, full cage, fire system, 27 gal fuel cell, radio, cool suit, 3 sets Fiske wheels. 32 ft trailer & tow vehicle available. Email for specs and pictures. \$45,000.

Joe

Jailacqua@aol.com

(2)

993

1997 993 RS Cup Car

One of the last 1997 993 RS Cup cars. Delivery date 7-29-1997. Factory blue. 18 hours on new 3.8 engine. Trans done by Brian C. Motons and too much more to list. One of the most beautiful factory 993 racecars. \$95,000. For more info contact

Avo Kullukian 602.622.2602

A993@cox.net

(2)

968

1995 968 Euro Club Sport

Extremely rare factory Club Sport. 3.0 L. 6 speed. Last year of production. This Riviera Blue Coupe is one of a handful in the USA. Completely turnkey for PCA racing. Cage, seats, belts, fire, data, Charlie Arms, etc. Superb, unblemished car. Ready to race or DE. \$39,500.

Ed 801.209.3159 Utah

eblais@xmission.com

(1)

The Classifieds

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GT3

2004 GT3

Silver w/graphics, black interior, 6-speed. Stock engine, ECU, gearbox. PCA J-class winner. K-Fab custom cage, NASCAR basket, new window and center nets. 2009 Recaro and belts. PCA 2010 rules lightened, A/C removed. 6:1 headers, Wrightwood brakes, JRZ coil overs, Cup monoball and tie rod suspension. 12,200 miles. Info/photos www.bodymotion.com. \$79,999 spares available. 2007 26' trailer available.

Vern 732.778.9638 (1)

2000 911 GT3 Cup

Successful World Challenge car with multiple podium finishes. Many firsts in PCA GT2/GTA. PMNA high HP engine, no body damage, upgraded clutch, trans, electric power steering, RSR rear suspension, Motons, 3 sets wheels, spares, perfect condition, set up by Autometrics, see photo at www.forgeline.com/customer_gallery, \$65,000

Jim Schardt 937.603.7662
jjschardt@msn.com (1)

2001 GT3 Super Cup

U.S. Super Cup Decals. Henzler, Courceiro '01 Super Cup Series factory racecar. Original tub, never bent. Engine: 25 race hours + 45 DE hours. Copans '03 specs rebuilt trans. FabCar control arms, 5.5 Tilton clutch/fly, PFC floaters, 6p PMS calipers/toe links, glass frt bumper, more. Wagenpab, Cup log, factory tools, manuals, set-up info, spares. Reasonable offer.

Phil 262.243.9012
nkandpk@milwpc.com (2)

944

1989 944 Racecar

2.7 L 8V built by AutoEdge, Blk/Blk PCA Stock class or SP-2, Momo seats, Removable steering wheel, OG cage, LSD, SACHs clutch, FABCAR LCA, Bilstein coilovers, camber plates, spherical bearings, CoolBrake kit, BK strut brace, new RA1 tires, pads, rotors, battery. No issues. Had my fun! Race/DE. \$8500

Steve 225.767.2390
L.Bujenovic@gmail.com (1)

914

1974 914/2.0 Roadster

Silver/Black. Race ready, GT-6, full cage, chassis kit, Weltmeister torsion bars, 22mm front sway bar, solid mounts, turbo tie rods, Bilstein Shocks, MSD 6AL ignition, Webers, Lexan windshield, motor overhauled 2007. Prepared & maintained by Rennsport of Tulsa. Extra wheels & tires. \$13,500.

Bill Jacobi 918.694.1261 Tulsa, OK
bjacobi@sbcglobal.net (1)

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Porsche Design Styling

Artistic, yet functional rear wing of the GT3 Cup at Sebring

Photo by John "Blake" Blakely (SPC)
www.blakeblakelyphotography.com



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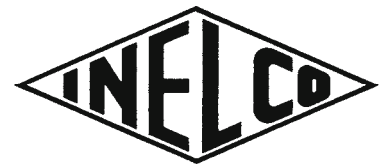
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